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The Daily Press.

HONGKONG, JUNE 24TH, 1912.

The sudden recall to Shamen of two companies of Indian troops last Friday is evidence that the outlook in Canton is far from peaceful. Almost from the day the British troops were withdrawn from the Shamen the aspect of affairs in Canton seemed to change. Rumours began to spread concerning the likelihood of a serious insurrection under the leadership of a well-known pirate chief, and the popular dissatisfaction which very naturally has arisen from the steady depreciation in value of the Government's paper currency, which has lately been at a discount of thirty per cent., has suggested to many minds the possibility of any insurrection that may be started quickly assuming proportions which would make it by no means insignificant. Moreover, reports from the country districts in the neighbourhood of Canton show that the province is in a very disturbed state, and the extraordinary military precautions which have been taken in the City of Canton recently afford convincing evidence that the Government shares the view that the rumours indicating an early insurrectionary outbreak cannot be dismissed as idle. An outstanding feature of the Revolution, and of the few mutinous outbreaks since reported, has been the scrupulous pains which have been taken not to endanger the lives or molest the property of foreigners resident in the neighbourhood of the disturbance. For this reason, when British troops were first sent to Canton, there was a disposition in many quarters to question the wisdom of a step which it was thought might prove provocative. We think, however, it will now be generally admitted that there is good reason for saying that the presence of those troops on Shamen had an excellent moral effect upon the minds of the disturbing elements at Canton, and in

view of the little outbreak which occurred a week ago in close proximity to the Shamen the origin residents on the island doubtless welcome their return. It appears that rumour credited the malcontents with the intention of starting the insurrection in Canton on Friday night, and the state of apprehension in evidence in the city apparently so impressed the authorities on the Shamen that troops were requisitioned from Hongkong. Whether it was their arrival on the Shamen the same day that caused the insurrectionaries to postpone action, there is nothing in the reports from the city to show. We do not, as a rule, publish communications which are not properly authenticated, but one received yesterday bearing upon the situation at Canton affords, perhaps, an excuse for making an exception to this rule, and so we print the communication for what it may be worth. It discloses, at least, a reason for the maintenance of a British force on the Shamen while the present unrest continues. The communication is typewritten, and was received through the post, the envelope bearing the Hongkong postmark. We quote it without alteration:—

TROUBLE BREWING IN CANTON.

SHAMEN THREATENED.

From the Managing Editor of a Chinese contemporary in Hongkong, the following information has been obtained. He states that in a casual conversation with two of his friends, Young Chuk Sam, who is the Private Secretary to Sun Mei, the brother of Dr. Sun Yat Sen, and Lo Yi Yau, of Macao, who was lately accused by the present Government of Canton as a member of the Fu Ching Tung Man Wui, but who, as a fact, is a private gentleman, had averred that whether the existing Government of Canton or the robbers secured the upper hand in the Kwangtung Province, Shamen is threatened with destruction. Both parties have evidently independently arrived at the one decision, i.e., that if either party is worsted the only course open to them would be to fire and destroy Shamen, not as an act of hostility towards foreigners, but as a means of securing foreign punishment upon the conquering side and thus turning victory into defeat. There is every truth in this, as Luk Lam Chin, the robber chief, has collected 2,000/3,000 men near Wuchow to upset the present Government in the City of Rams. The above is further corroborated by a Government official in Canton.

As we understand that there are at least fifty thousand troops in Canton, well armed between the Government troops and LUK LAM CHIN's robber band of between 2,000 and 3,000 men. We cannot ourselves credit the statement that the Government of Kwangtung has contemplated defeat, and for that reason, as well as others equally obvious—we cannot suppose that it has meditated such an act of madness as an attempt to fire and destroy the Shamen. It is, of course, conceivable that a defeated and desperate army of bandits might entertain the idea, and consequently, whether the statements contained in the communication we print are true or not, if these tales are current, there is always a possibility that some section of a disorganised rabble may make an effort to give effect to the idea. We trust wiser counsels will prevail among them. Meanwhile the communication may count among the factors which serve to show the wisdom of quartering British troops on the Settlement for the protection of life and property.

Yesterday was the anniversary of the birthday of the Prince of Wales.

The French mail of the 21st May was delivered in London on June 21st.

The typhoon S. of Naha was reported by the Manila Observatory on Saturday to be filling up.

Dr. J. C. Dalmahoy-Allen has been appointed a Justice of the Peace for the Colony of Hongkong.

The Ordinance to prohibit the importation and circulation of foreign copper and bronze coins has received the King's assent.

Saturday was the first anniversary of the coronation of Their Majesties, and the warships in the harbour were decorated.

Mr. N. H. N. Mody has been appointed a Life Member of the Court of the University of Hongkong, with effect from the 15th inst.

We understand that information was received in the Colony yesterday that a steamer had gone ashore at the Paracels, and that the tug David Gillies, equipped with necessary salving gear, left last night for the scene.

The late Mr. T. G. Glover, who died April 17th last, left £293,282. He bequeathed, *inter alia*, £1,000 to William Keswick, M.P., "in consideration of his kindness to me when in Hongkong." Mr. Keswick predeceased Mr. Glover by a few weeks.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LABOUR UNREST IN GREAT BRITAIN.

LONDON, June 23rd.

Mr. Asquith received at Downing Street a most influential deputation, representing Chambers of Commerce, on the question of labour unrest. The speakers suggested as a remedy the throwing of financial responsibility on the Trades Unions and the prevention of intimidation by the adoption of compulsory arbitration.

Mr. Asquith in reply said it was not the Government's function to assume the post of conciliators in disputes, and he and his colleagues had never accepted such a duty except as a last resort and when the interests of the nation were involved, as in the coal strike. The unrest, the Premier said, was partly due to the rise in the price of food. They must put aside compulsory arbitration, as it was not favoured by the masters or the men. The Canadian Act, providing for impartial investigation before a lock-out or a strike, worked well, and the Government would carefully enquire how far it was adaptable to Great Britain. The Board of Trade was investigating co-partnership. He deprecated any form of intimidation, to which the responsible leaders of Labour were opposed. Intimidation was the worst enemy to real Trades Unionism, and coercion should not be practised either by Capital or Labour.

THE DOCKERS STRIKE.

LONDON, June 23rd.

The Port of London authority has refused the invitation of Sir C. Asquith to give evidence before the Industrial Council regarding agreements.

The men's leaders at their meetings yesterday said there was a prospect of Government action which would end in an honourable settlement.

THE LONDON LIGHTermen'S

LONDON, June 23rd.

A representative meeting was held at the Guildhall to consider a proposal by the Port of London Authority to abolish the lightermen's monopoly on the Thames. The Lord Mayor presided. Speeches were delivered by Mr. Gosling and Mr. Fairbairn, representing the men, and there were uproarious scenes. The meeting, however, approved the proposal.

FRENCH SEAMEN ON STRIKE.

LONDON, June 23rd.

A telegram from Paris states that the seamen of Havre and some of the other principal French ports have been on strike for a fortnight, thus delaying the departure of mail boats, several of which have sailed manned by bluejackets.

The strike has now extended to Marseilles, and steamers have been delayed and business dislocated.

The shipowners are firm, and the Government, recognising the gravity of the situation, are consulting as to the measures to be taken.

Forty ships are at present held up at Marseilles. Four destroyers have arrived to carry the mails to Corsica, Algeria and Tunis. Work is at a standstill at Bordeaux, where the strikers are endeavouring to persuade the crews of incoming ships to join the strike.

Work at the port of Marseilles is at a standstill owing to the strike. The Compagnie Transatlantique has decided to lay up all its vessels. Masters and men have refused government arbitration. The crews of the liners *Laviole* and *Atlantique*, on arrival at Havre and Bordeaux respectively, joined the strikers.

THE STRIKE IN LISBON.

LONDON, June 23rd.

Reuter's correspondent in Lisbon states that a partial service is now being run by the trams, and there is no interference.

A telegram from Lisbon states that the Government is determined to end the tramway strike which has lasted for three weeks. It arrested the leaders. The first trams ran yesterday escorted by troops. Three bombs were exploded among the crowd in Dom Pedro Square, killing one and wounding two persons. The cavalry charged and shots were exchanged, several being wounded.

Senator Arthur Costa on leaving Parliament was stoned and compelled to use his revolver in self-defence.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE CHINESE LOAN.

LONDON, June 23rd.

Further meetings of the bankers representing the Six Powers will be held to discuss future arrangements as necessity arises, but it is uncertain whether they will be held in London, Paris or Berlin. Meanwhile further conversations are now probable at Peking, to ascertain the views and requirements of China. Although, as a general principle, each Power will have to find the money in its own market, each has the right, under certain conditions, to find part of it abroad.

GERMAN ARCTIC EXPEDITION.

TO START NEXT YEAR.

LONDON, June 23rd.

A German Arctic expedition, to travel via the North-West passage, is being formed.

The expedition will be under the leadership of Lieut. Schroeder Stranz, and starts in June, 1913. The explorers will be absent for three or four years. They propose to return via the Pacific and Atlantic.

The honorary Presidents include several royalties, scientists and politicians. The Berlin Museum has supplied the scientific equipment and a staff of prominent scientists accompanies the expedition.

AMERICAN PRESIDENTIAL ELECTION.

LONDON, June 23rd.

Mr. Bryan has telegraphed to prominent Democrats appealing to them to prevent the election to the chairmanship of Mr. Parker, whom he describes as reactionary.

A wire from Chicago states that Mr. Roosevelt, after making preliminary arrangements for the organisation of the new party, severed his relations with the Convention.

Mr. Bryan has telegraphed to prominent Democrats appealing to them to prevent the election to the chairmanship of Mr. Parker, whom he describes as reactionary. A wire from Chicago states that Mr. Roosevelt, after making preliminary arrangements for the organisation of the new party, severed his relations with the Convention. The regular Republicans asserted that they had the control of the Convention. The proceedings were confined to votes on reports by the Credentials Committee which were adopted by increased Taft majorities. Owing to the Wisconsin followers of Mr. La Follette opposing the votes of the Rooseveltians, the evening session passed *in vacuo* with the utmost expedition. The people in the gallery were hilarious, and every fresh Taft victory was greeted with noisy enthusiasm.

BOMB EXPLOSION IN BELGIUM.

LONDON, June 23rd.

A Brussels telegram states that last night a bomb was placed in the letter box of the German Minister. There was a terrific explosion, but no one was injured.

FRANCE IN MOROCCO.

LONDON, June 23rd.

Pessimism is renewed regarding the Franco-Spanish negotiations, fresh difficulties having arisen.

LORD HALDANE.

LONDON, June 23rd.

Lord Haldane, speaking at the opening of the Territorial Drill Hall at Plumstead, said he had not severed his connection with the army. The Premier had asked him to continue on the Committee of Imperial Defence.

PRINCE OF WALES RETURNS.

LONDON, June 22nd.

The Prince of Wales has arrived from Paris to spend his birthday at home.

There was a family gathering at Windsor to celebrate the birthday of the Prince of Wales. He will continue his studies in Paris, whither he will return probably on Thursday. He has been most popular in France.

HOLMFIRTH BY-ELECTION.

LONDON, June 23rd.

The bye-election at Holmfirth, to replace Mr. H. J. Wilson, the Liberal member who had resigned the seat, has resulted as follows:—

Arnold (Liberal)	4,749
Ellis (Unionist)	3,379
Lynn (Labour)	3,185

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

KING REVIEWS AMBULANCE BRIGADE.

LONDON, June 23rd.

The King at Windsor Park on Saturday reviewed 15,000 members of the St. John's Ambulance Brigade, which, included overseas contingents. They made a fine display.

The Transvaal contingents were especially prominent.

RAILWAY ACCIDENT IN ENGLAND.

EXPRESS DERAILED.

LONDON, June 23rd.

The Manchester to Leeds express train became derailed at Todmorden (on the Lancashire and Yorkshire border), and three carriages were telescoped.

Four passengers were killed, and ten injured.

EMPIRE TRADE COMMISSION.

LONDON, June 23rd.

The third meeting of the Empire Trade Commission to-day discussed the interpretation of its terms of reference. It was decided that an enquiry into the effects of tariff laws was excluded.

The Commission adjourned until October. The committee meanwhile is drafting a list of questions to be submitted to Chambers of Commerce, Trade Associations, etc.

ATHLETIC CHAMPIONSHIPS.

LONDON, June 23rd.

The athletic championships were held at Stamford Bridge yesterday, in glorious weather. There was a large attendance, and much interest was taken in the events, in view of the Olympic Games.

The mile was easily won by Owen, in 4min. 21.2-seconds. Patching, of South Africa, won the hundred yards, by two yards, in the remarkable time of 9.4-seconds.

The walk was won very easily by Eyidge in 13min. 55.2-seconds. The long jump went to Kirwan, with 23ft. 2½ in. The steeplechase was won by Frost in easy fashion in 11min. 27.1-seconds.

Hogan put the weight 44 ft. 10 in. The quarter mile resulted as follows:—Schouise, 1; Patching, 2; Henley, 3. Won by three yards in 49.4-seconds.

Anderson won the hurdles by three yards in 15.3-seconds, and in the pole jump Conquest had a walk-over.

The four miles was won by Hudson, with a margin of eighty yards, in 20min. 10.4-seconds.

Baker won the high jump, clearing 5ft. 9 in.

Braun easily carried off the half mile in 1min. 58.1-seconds.

The result of the 220 yards championship was:—Applegarth, 1; Jacobs, 2; Patching, 3. Won by a yard, a foot separating second and third. Time, 22secs.

WORLD'S RECORD LEAP.

LONDON, June 23rd.

At the horse show at Olympia, the Canadian horse Sefton, in the high jump, cleared 7 ft. 5½ in., a world's record.

OPEN GOLF CHAMPIONSHIP.

LONDON, June 23rd.

In the Open Golf Championship at Muirfield on the concluding day of the qualifying rounds, Tom Ball played one round in 58, a record, and the two rounds in 144. Macfarlane went round in 73, which is an amateur record. Up to the present no amateur has qualified, but to-day Macfarlane, Gairdner and Maxwell are among the leaders.

HOME CRICKET.

LONDON, June 23rd.

The Australians have defeated Somerset by ten wickets at Bath. Gloucester beat Worcestershire by 229 runs.

Sussex beat Cambridge University by four wickets. Northants defeated Kent by 240 runs. Yorkshire defeated Nottingham by five wickets.

Derby won by 83 runs from Leicestershire. Middlesex defeated Essex by seven wickets.

The South Africans were successful against South Wales by 230 runs. Warwick v. Hants and Surrey v. Lancashire were drawn matches.

SUPREME COURT.

Saturday, June 22nd.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GONPERTZ (PUISNE JUDGE).

INJUNCTION SET ASIDE.

This was a motion for an order setting aside an interim injunction granted on an *ex parte* application in connection with the case in which Ho Chiu Lam, alias Ho Yue Long, of 73, Connaught Road, made several claims against Ho San Lam, alias Ho Ngok Lau, of 2, Park Road. The plaintiff claimed, as partner in the Po Cheung firm, of Canton, and the Wah Kee firm of Hongkong, for (1) dissolution of the partnership entered into by an agreement dated April 13th, 1904; (2) appointment of a receiver of partnership property; (3) the taking of the partnership accounts; (4) an injunction to restrain the defendant from converting the Tsang Hing Theatre into dwelling houses, or in any way interfering with the structure thereof, and to restrain him from interfering in any way with the partnership assets.

Hon. Mr. C. G. Alabaster (instructed by Mr. C. D. Wilkinson) appeared for the applicants, and Sir Kai Ho Kai (instructed by Mr. P. W. Goldring) for the respondents.

Sir Kai Ho Kai moved that the motion be adjourned for a week. He based his application upon facts which had been detailed in the affidavit by the solicitors in the case. The affidavit had been filed the previous day. He read the affidavit and said there were certain facts which they were not able to place before his Lordship that day. He therefore applied for an adjournment in order that fairness might be done to all parties. He might point out that an adjournment for a week could hardly prejudice his friend's case in any way. Considering that the theatre could not be let, it would only mean the loss of a small sum.

Mr. Alabaster said he could not possibly accede to Sir Kai Ho Kai's request. There had been the concealment of a most material letter, which, if it had been before the Court, he thought, could only have had the effect of making the Court refuse the injunction.

After further remarks from both sides, the motion was refused.

COOLIE CHARGED WITH ASSAULTING LAUNDRY MANAGERESS.

At the Magistracy on Saturday, before Mr. E. A. Irving, Mrs. Florence Cornell, manageress of the Steam Laundry Depot, Beaconsfield Arcade, charged a coolie with assaulting her. Complainant's story was that the coolie trespassed on the premises, by bringing some clothes after hours, and that when she ordered him to take the things away, "he called her names." She pushed him outside the door, but he returned, and when she again pushed him out he struck her several times with his umbrella. He then ran away and she chased him, but not far, as the road was too public a place in which to chase a coolie. She admitted that when he called her names she tried to "twig his ears."

The defendant denied that he assaulted the complainant. His umbrella, he contended, was broken while defending himself from her blows.

On the charge of assault the coolie was discharged, but for using bad language to the complainant he was sentenced to fourteen days' hard labour.

ENTERTAINMENT AT THE PEAK.

The entertainment given at "the Palace Theatre," Mt. Austin, on Saturday attracted a crowded house, notwithstanding the depressing state of the weather. Among the contributors to the programme was H.E. Mr. Claud Severn, and two humorous songs given by him by way of encore were the greatest enthusiasm, the "Tomnies" in the gallery singing the choruses with gusto. Mr. R. Sutherland also vastly amused the audience by reproducing in his own inimitable way a "Penny Reading Entertainment" in a Scottish hamlet. Mrs. Hunter gave a couple of Spanish songs, playing her accompaniments on the guitar; Mr. H. I. Jones sang in capital voice "the Deathless Army" and "the Old Shako," with orchestral accompaniment. Mrs. Walker and the Kernuts appeared in a Leap Year Rhapsody, and were enthusiastically encored; Lance-Corporal Spiegelhalter contributed a violin solo which was exceedingly well played; and Cum and Cut supplied a ventriloquist sketch. The second half of the programme consisted of a musical absurdity entitled "Crazy," in which the characters were well taken by Capt. and Mrs. Addison and Mr. R. M. Cross, R.G.A.

RANDOM REFLECTIONS.

How many people remembered that Saturday was the longest day of the year? I know the weather conditions made it seem long to many. It was Mid-summer's Day, a day which should carry us back in thought to the picturesque scenes of merry England.

The only point about the continuous rains of this month is whether they will not act as plague scavengers and rid the Colony of that scourge which has afflicted Hongkong for quite a number of years now. The idea has been revived that the rats which carry the contagion breed chiefly in the drains rather than in the ceilings and other parts of dwellings, and the fact that plague has generally ceased after June gives rise to the belief that it is as the result of the drains being flushed by the heavy rains and the rats washed out to sea and drowned. On the face of it, the argument seems a feasible one, and as various methods have been tried without ridding the Colony of plague it is not too much to expect that this theory will be tested in the interests of the Colony.

I notice that the Head of the Sanitary Board last Tuesday drew attention to what he considered to be "a gross breach of the privileges of the Board" committed by Mr. Bowley in communicating to the *Daily Press* certain questions he intended to ask and certain resolutions he proposed to move, before he had obtained the permission of the Board to bring them forward. Mr. Wolfe thought the attention of the Board should certainly be drawn to this, and that Mr. Bowley should, in future, take note of the regulations of the standing orders on the subject. Well! Well!! In fear and trembling I venture humbly to suggest that if the "regulations of the standing orders" contain anything so supremely silly it is time they were revised. The questions and resolutions Mr. Bowley desired to bring forward related to an important question of immediate public concern, and it does not seem to me that any official or any group of officials has any right to convert what is intended to be a public Board into an official bureau, and so stifle discussion. A representative of the public on the Board has a right, which it seems to me no "standing orders" can alienate, to let his constituents know what he intends doing, or wishes to do, in regard to a public question affecting the minds of many of his constituents.

Apparently we have not seen the last of the dragon boat festival. Though it has been suppressed in Canton, doubtless for political reasons, its celebration at Aberdeen on Wednesday greatly excited a large portion of the Chinese in the Colony, and thousands went to view the picturesque event. The regatta proved as exciting as it usually does, and needless to say there was much jollification and much samshu.

A lady correspondent has sent me an envelope which contained a Christmas card despatched to her from Shanghai on December 22nd and delivered to her last week. It is rather inopportune to receive a Christmas card in the torrid conditions which prevail at present, and it would be interesting to have the explanation of the postal authorities on the subject. True, the letter does not seem to have been in their hands all the time, but I cannot understand them sending the letter where they did in the first instance when by turning up the *Directory* and *Chronicle* they could have learned where the addressee resided. I make no charge for the advice.

It is not very often that Hongkong ladies attempt to take the law into their own hands when dealing with the Chinese as domestics or as messengers, and it is just as well that any inclined that way should remember the risks to which their action exposes them. In a case heard at the Magistracy on Saturday a lady prosecuted a Chinese for having used insulting language and with having assaulted her. It came out in evidence that she had tried to "twig his ears," and his Worship had, of course, to point out that that was a privilege which did not belong to her, and the Chinese was acquitted on the charge of assault. Doubtless this case will be a warning to those housewives and others who at times feel tempted to box the ears of their domestics, even though it be a relief to the feelings to smite the irritating one, but, as I said before, the risk is one which ladies should not incur.

Two or three weeks ago I made an observation to the effect that the carriages on the Chinese section of the Kowloon-Canton Railway still bore the words "Imperial Chinese Railway." Apparently the observation has been noted, for I see now that the word which must have been offensive to republican susceptibilities has been removed.

RODERICK RANDOM.

COMPANY MEETING.

CHINA AND MANILA STEAMSHIP COMPANY.

The annual meeting of shareholders in the above Company, was held in the offices of the General Managers, on Saturday. Mr. C. A. Gomes presided, and there were also present: Messrs. H. P. White, D. W. Craddock (consulting committee), J. A. Young, R. H. Hancock, A. G. Gordon, A. A. Cordeiro, A. Temperley (secretary).

The Secretary having read the notice convening the meeting, The Chairman said—The report and accounts having been before you for some days I presume they may be taken as read. The Philippines Steamship Company's report is appended and discloses the position very accurately. It is necessary to bear in mind that there are two debit balances to be cleared off before we can look for a dividend from this Company, and the total of these is \$87,813.71. The depreciation of the steamers too should receive some attention, no matter how well their condition may be kept up, but if we can continue as we have been doing for the past six months there certainly would seem to be daylight ahead, and we are all very anxious to see this period of no-dividend come to an end. The negotiations over the subsidy proposed have been rather protracted, but everything is settled now, and we appreciate the difficulties the Philippine Authorities have had to contend with in their desire to give us as much aid and assistance as they consistently could. We are to receive a payment of Ps. 20,000 for a year from the 1st June this year for the mail contract run between Manila and Iloilo and Cebu; and this will be supplemented by a share of the Government freight and passage money. The Company's gross receipts were greater in the second half of the year 1911 than in the first by about \$50,000, and if we can make a further like improvement in these times we ought to be content. The accounts seem to require no explanation, but I regret to say that I can not this year make the usual statement that all outstanding freights and passage money have been since collected, for there is an amount of some \$10,000 passage money overdue from one passenger-broker that we have not been able to collect yet. It seems his account had been running behind for some time and attention being called to it last July the system of allowing credit to these brokers was stopped and since then all passage tickets are sold for cash only. The plea put forward by the broker is that a native bank in Canton stopped payment at the time of the preliminary revolutionary outbreak in the early part of 1911 and he had a deposit there of Tls. 24,000 which he has never been able to get. For the time being we put against this account all commissions and brokerages accruing to the Comprodor with his consent, and we hold a promissory note of the broker guaranteed by the Comprodor. Before moving the adoption of the report and accounts I shall be glad to answer any questions that may be put.

There being no questions, The Chairman proposed the adoption of the report and accounts. Mr. H. P. White seconded, and the motion was agreed to. On the motion of Mr. Hancock, seconded by Mr. Gordon, the re-appointment of Messrs. H. P. White and D. W. Craddock to the Consulting Committee was approved.

Mr. Craddock proposed that Messrs. W. Hutton Potts and A. O'D. Gourdin be re-elected auditors at a remuneration of \$300 per annum each. Mr. Cordeiro seconded, and the motion was agreed to.

The Chairman—That is all the business, gentlemen. Thank you for your attendance.

LAWN BOWLS.

The first round of the Open Championship of the Colony has been completed, and the second round is now in progress. It should be completed by July 6th.

The latest results are:—J. Grant (P) beat P. Farrell (T). C. Bond (G.S.) beat R. Macdonald (P). G. Watt (P) w.o. from C. Murphy (T).

CALCUTTA OPIUM SALES.

There was a great drop in the prices realised at the opium sale at Calcutta on June 4th. For 810 chests of Behar opium Rs. 33,17,975 were paid last month, or an average of Rs. 4,096 per chest, while on June 4th, Rs. 24,11,550 only were paid for the same number of chests, the average price being Rs. 2,977 per chest. Benares opium also showed a decrease, the average price being Rs. 2,315 per chest for 930 chests, the same quantity as was offered last month, when the total amount realised Rs. 27,41,300, Rs. 5 lakhs more than on June 4th. The total proceeds of sale were Rs. 46,34,175 against Rs. 60,59,175 last month.

CANTON.

STATE OF CITY.

Last night, the 21st, was the date of a rumoured rising, but rumour was all the length it got, for nothing happened. However, to-day the city is quieter than ever—too quiet in fact—and many soldiers are about. Exactly what trouble is expected does not seem very evident; but the Chinese themselves insist that all is not to be quietness. The presence of a number of robbers in the city is making people afraid of a repetition of the Wong Wo. Shun rising, and the Government has all the best troops ready for any emergency. It is only a fortnight since the Indian troops left Shameen; and in case of having to return all the fortifications were left as they stood. Now they have again returned and taken up their quarters in the matcheds which were their home before. The commanding officer is Major Barrett, and with him are Captain Brock and Lieutenant Faithful, and the only part of the Company which is the same as was here before is the maxim corps. H.M.S. *Britomart*, which had just arrived in Hongkong from Shanghai, embarked a company of marines, and arrived in the river off Shameen yesterday afternoon, but returned with them to Hongkong this morning. Thus in the event of anything transpiring the Foreign Settlement is practically safe.

TRouble in the SHUN TAK DISTRICT. At Pun Kow in the Shun Tak District some robbers and bad characters generally commenced an attack on the soldiers quartered there and serious fighting was the result, quite a number being killed on both sides. The soldiers, however, were too strong for the insurgents, and the latter they took to their heels. The robbers made their way to the locality known as Yung Ki, where they are said to have recruited a considerable number of kindred spirits, and to number a thousand strong. The residents in the district are naturally terrified and business is at a standstill. The rebels have sworn to have revenge on the soldiers for their reverse and reinforcements are on their way to prevent further fighting.

SEARCHING FOR ARMS. All junks and boats arriving and leaving the river are being strictly searched for arms and ammunition, and not a few seizures have resulted; also certain quarters of the city where there is suspicion have been carefully searched.

CHINA MERCHANTS STEAMSHIP CO. All the troops who were carried to the North last year and who were later on brought back were carried on board the China Merchants steamers, and as a result the Government is in their debt to the amount of \$28,184. The manager of the Company has been pressing for payment and the Government has decided to pay half this amount now and the other half as soon as possible.

COLLECTING TAXES. Since the revolution the old tax which used to be paid by all householders towards the cost of the Police Force has fallen into abeyance and as a result many thousands of dollars which ought to have come in have been lost. Now the head of the Police Department has drawn attention to this and it has been decided to recommence collecting this tax on July 1st. It is to be done thoroughly and the payment strictly enforced. This tax is a perfectly just one and there ought to be little difficulty in raising the money, which will come in tremendously useful.

ANNIVERSARY OF CORONATION. To-day, being the Anniversary of the Coronation of Their Majesties, all the gunboats in the river are dressed.

BUBBLE FROM THE CLOUDS.

ESKIMO STORY OF THE DEATH OF ANDREE.

Confirmation of the story that Andree and his two companions, who attempted in 1897 to reach the North Pole by balloon, were killed by Eskimos has been brought to the United States by Mr. Christian Leden, a Norwegian explorer, who has arrived there on his way home to Christiania. He has been exploring the unknown regions of North-West Canada for the Royal Museum of Berlin, the University of Berlin, and the University of Christiania. Mr. Leden says that at a point about 200 miles north by west of the place at which it is generally believed that Andree perished, he encountered a tribe of Eskimos who told him that he believed to be the story of Andree's death. The Eskimos relate that fifteen years ago a great bubble fell from the clouds. It contained two creatures supposed to be devils—who could hurl smoke and thunder from instruments that they carried. The tribe attacked them and killed one of them with arrows, but the other succeeded in making them understand that they had no hostile intention, and were shooting at birds for food.

The Eskimos, although convinced that the creatures were men, were so frightened that they ran away, and they never discovered any further trace of the strange visitors. A similar story was told in 1909 by a missionary among the Eskimos. A tribe whom he met told him of a white house descending from the clouds containing two men, who were so exhausted that they soon died.

THE NEW ADMINISTRATION IN CHINA.

CABINET'S REPLY TO QUERIES BY THE ADVISORY COUNCIL.

[These three queries were addressed to the Cabinet by one Cheng Pei-lih, one of the Representatives of Hupei, who was also one of the leading antagonists of Sheng Hsueh-hsi's loan policy of last year. From the answers, it is evident that the Advisory Council felt aggrieved at suspected usurpation of power by the Cabinet: it is unfortunate that the original queries are not available, especially in the case of No. 3, where the Cabinet's answer takes a cavalier tone. The Cabinet communicates its answers in the form of a despatch addressed to the Advisory Council, which document begins by citing the rules governing such reference of special topics, but nothing can be found in these rules to serve as an excuse for refusing or delaying the reply, so the answers follow.]

1. *Foreign Relations*.—With reference to foreign relations, on a previous occasion our Prime Minister explained the policy of the Government, and he then dealt with this question. At the present moment the one essential feature of the foreign policy of the Republic is to obtain the recognition of the Powers—on this the people and the Government are unanimous, so there is no need to waste time over discussion.

As soon as the Central Government was established, the Board of Foreign Intercourse addressed despatches to all the Powers. At the same time telegraphic instructions were sent to all the Ministers and Charges of the late dynasty to style themselves Representatives of the Republic, and to communicate direct in this sense with the Governments to which they were accredited. From the fact that the House of Representatives of the United States of America has already passed a resolution in favour of recognition, the general aspect of our foreign relations can be deduced. What is most likely is that all the Powers perceive the serious issues involved in the question of recognition, but there are many points to be considered—the former relationship between the State claiming recognition and the State from which it is asked; their relative areas and importance; their connection with each other; and general considerations. Then, too, it has to be decided whether recognition shall be granted jointly or individually, and all these questions take time for determination.

As for the appointment of Representatives at Foreign Courts, the President has already telegraphed to the Ministers of the old House of Ch'ing appointing them Representatives of the Republic. New credentials will be given them when it appears that the time is ripe for recognition. That time has not yet arrived, so there is nothing to be reported.

Before coming to Peking, the Prime Minister treated with Belgium for a temporary loan of \$2,000,000, the negotiations with the Four-Power Group having fallen through. The Four-Power Group thereupon put obstacles in the way of the Belgian Bank, and it was impossible to put into effect the arrangement arrived at, so the draft agreement was cancelled by each side. The Honourable Mr. Chang (or Chang, M.P.) has mistaken the Belgian Agreement for a draft of a loan-agreement with the Four-Power Group. This is altogether wrong, and he is arguing from false premises, so it is to be hoped that this clear statement will remove all doubts.

The phrase "the insurrection of 1900" is used with reference to the demand of the Banking Syndicate that foreign army officers should be appointed to disband our military forces. The Prime Minister has already informed them that it is absolutely impossible to assent to anything of the sort, for as soon as it became known, the passions of the people would be stirred up, as they were stirred up in "the insurrection of 1900." This is just quoting the past as a warning for the future, as it is said, "He who speaks incurs no fault, and he who hears is admonished."

With regard to progress made in, and steps taken for, urging on the Powers the claim of the Republic to formal recognition, it all depends on time and circumstances whether the question is to be pressed or not. Nothing can be stated definitely at present, but a detailed statement will be communicated to the Advisory Council as soon as the result is accomplished.

2. *Official Posts*.—The Honourable Mr. Chang says:—"The Governors of Provinces practically follow the old Ch'ing scheme of posts, with a few slight modifications, in their appointment of officials, and considering all the circumstances it is not possible to exercise any legal restraint on this practice. On May 10th, however, the President appointed Hu Ying to be Commissioner for the Reclamation and Colonization of Kokonor and Turkestan. This new departure was made without the Advisory Council having decided on the institution of the

post—what is this but modifying the Provisional Constitution by Presidential Mandate?"

This is altogether wrong. As regards the post of Commissioner for Reclamation and Colonization, there was a Bureau of Reclamation and Colonization established in Manchuria under the Ch'ing rule, so that the present Mandate is in no way an innovation. Moreover, ex-President Sun had changed Hu Ying's office to that of Commissioner for the Reclamation and Colonization of Kokonor and Turkestan, with the object of settling the soldiers, so it may be said to fulfil the ideas both of continuity and reform.

Though his title is different from that of the Provincial Governors, his functions are identical. The outstanding necessity at present is the settling of the military population, so that the burdens of the people may be lightened and the peace preserved. Hu Ying has been appointed Commissioner of Reclamation and Colonization, and he has also been made responsible for the termination of the Military Government of the Shantung troops and for the disbanding of 20,000 of the men under his command.

This is all done with the object of unifying the administration and of getting the soldiers peacefully settled, nor can it be denied that it exactly meets the need. Moreover, the post of Commissioner of Reclamation and Colonization is temporary only, and not permanent: the same rule applies to it as to the Military Inspectorships and Peace Commissionerships—the Government's intention is to abolish these offices as soon as the military are properly provided for. They are not to be regarded as substantive posts, and should it be desired, by-and-by, to establish them on a permanent basis, the Advisory Council will be invited to pass the measure.

3. *The Divided Military and Civil Administration*.—On a former occasion the Prime Minister issued a manifesto explaining the Government's policy, and its intentions with regard to the divided Military and Civil Administration. It was pointed out that China, consisting of 22 Provinces and the territories of Mongolia and Tibet, is a land of great area, embracing wide varieties of geographical and historical conditions, which renders impossible a sudden adoption of a uniform system of government. A comparative statement of the periods and characters of this divided administration was published at the same time, so there is absolutely no necessity for further explanation. As for the Government's policy with regard to the divided administration, and the relative status of civil and military officers, the Cabinet are now in the midst of discussing it, and in a short time the report will be presented to the President, with a request that it be transmitted to the Advisory Council. The military territorial divisions will probably follow the old administrative territorial divisions, but that will be finally decided when the general issue has been settled.

CORRESPONDENCE.

A DENIAL OF MISCHIEVOUS RUMOURS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 22nd June, 1912.

DEAR SIR,—May we, through the medium of your valuable Paper, remove any fears which the recent action of the Sanitary Department, in the enforced removal of the ceilings in our premises, may have aroused in the minds of our customers; and also to deny the several ridiculous rumours which have been spread in view of the Board's action in respect of this building?

In view of these rumours we are authorized by the Head of the Sanitary Department (whose officers carried out and supervised the removal of the ceilings) to say that their decision in having such ceilings removed has been with a view to preventing, by the extermination of rats, the building being infected; the idea being that a Restaurant or Eating house is the most likely place in which rats are likely to congregate.

In writing as we do to allay any fears which such rumours may have brought about, we would say that this letter has been submitted to both the Head of the Sanitary Department and to the Medical Officer of Health, and that same bears their endorsement.

We would also add that our Bakery (which has been especially constructed as such), where all our bread, cakes, etc., are made, is situated close to East Point Gas Works. This fact will, we feel sure, remove all fears from the minds of such as were inclined to put any significance to the fact of the ceilings being removed from our Café, and such as put credence in the absurd rumours which have reached us concerning the staff and the supplies from this establishment—Yours faithfully,

WEISMANN LIMITED.

B. K. Mody, Secretary.

[We may add to this the information given to us by the Manager of Weismann's a few days ago that no rats were seen in the ceilings of the Café when they were removed.—Ed.]

INTIMATIONS

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WINE & SPIRIT MERCHANTS.

[33]

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NEW ADVERTISEMENTS

IN THE MATTER of the COMPANIES ORDINANCE, No. 58 of 1911, and

IN THE MATTER of the SAM WANG LAND INVESTMENT LOAN AND AGENCY COMPANY, LTD. (In Liquidation).

THE CREDITORS of the above-named Company are required on or before WEDNESDAY, the 10th day of July, 1912, to send their Names and Addresses, and Particulars of their Debts or Claims, and Names and Addresses of their Solicitors (if any) to the Undersigned, the Liquidator of the said Company, AND FURTHER, if so required by Notice in Writing, personally or by their Solicitors or Representatives, to come in and prove their said Debts or Claims at such time and place as shall be specified in such Notice, AND NOTICE IS HEREBY GIVEN that in default thereof such Creditors will be excluded from the benefit of any distribution before such Debts are proved.

J. HENNESSEY BETH,
Liquidator,
5, Queen's Road Central,
Dated at Hongkong, this Twenty-Second day of June, 1912. [847]

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR,"
Captain J. E. Drake, will be despatched for the above Ports on FRIDAY, the 29th inst., at Noon.

The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN
(Occupying 20 Days).
Return T. & S. are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.
For Freight or Passage, apply to
DAVID BASSON & Co., Ltd.,
Agents.
Hongkong, 22nd June, 1912. [846]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY
STEAM FOR STRAITS, CHINA, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON

THROUGH BILLS OF LADING ISSUED FOR: BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"ASSATE,"
Captain G. W. Cockman, R.N., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 6th July, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MAROKA," 10,500 tons, from Colombo, passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "ARABIA," due in London on the 18th August, 1912.

Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 24th June, 1912. [1]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

NOTICE TO CONSIGNEES.

THE Steamship

"CANTON,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk, in the hazardous and Godown Company, Limited, Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st July, at 9.30 a.m.

All Claims must reach us before the 5th July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countermanded by the Undersigned.

ARTHUR NIELSEN & Co.,
Agents.
Hongkong, 24th June, 1912. [848]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

ENTERTAINMENTS

VICTORIA THEATRE.

Two Performances:
7.15 P.M.—PICTURES ONLY—7.15 P.M.
9.15 P.M.—FULL PROGRAMME—9.15 P.M.

The Grand Sensational Film,
The Best Drama Exhibited,
"THE EVIL FASCINATION."
2,000 feet long, in 2 Parts.

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Continuous Success.

MATINEES—
SATURDAYS AT 4.30 P.M.
SUNDAYS AT 6 P.M.
Hongkong, 24th June, 1912. [58]

INTIMATIONS

NOTICE.

WE HAVE This Day authorised Mr. CARL MEYER to Sign our Firm's Name Per Procuration. BERLINGER & Co.
Hongkong, 18th June, 1912. [632]

\$10 REWARD.

TO the Finder of one MIXED COLLIE PUP (Black) Missing from No. 1, Bowen Road on the morning of 23rd June. Colour—Light Brown, with White Collar. Size about 2 1/2 ft. long, 1 1/2 feet in height. Face looks like a Fox.

OFFICE.
TOYO KISEN KAISHA.
Hongkong, 22nd June, 1912. [843]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On WEDNESDAY, the 26th June, 1912, commencing at 2.30 P.M., at No. 25, Lyndhurst Terrace, A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE.

Comprising:—
SILK TAPESTRY COVERED CHESTERFIELD SOFAS, ARM CHAIRS, EASY CHAIRS, SETTEES, VELVET PILE CARPETS, VELVET TAPESTRY LACQUER WRITING DESKS, STATUES, AND LACE CURTAINS, STAIRS, BRONZE AND BRASS ORNAMENTS AND CURIOS, ENGRAVINGS AND OIL PAINTINGS, FANCY CLOCKS, &c., &c.

VIENNA BEDSTEADS (double), MARBLE TOP DRESSING TABLES with Oval Mirror, MARBLE TOP WASHSTANDS, SEVERAL TOILET SETS, ONE HANDSOMELY CARVED KIWANWOOD WARDROBE with Bevelled Mirror, SEVERAL TEAK WARDROBES with Bevelled Mirror, FINELY CARVED CHERRY LACQUER WRITING DESKS, THREE VIENNA ROCKERS, BLANKETS, BED LINEN, &c., &c.

DINING TABLE and DINING CHAIRS, FINE TEAK SIDEBOARD and DINNER WAGGON, Large OVERMANTELS with Bevelled Mirror, STAIR CARPETS and BRASS RODS, DINNER and DESERT SERVICES, CUTLERY and GLASS WARE, &c.

Two PORCELAIN BATH TUBS, PORCELAIN PATENT WASHSTANDS, AMERICAN TILED REFRIGERATOR (Baldwin), SINGER SEWING MACHINE, ELECTRIC FITTINGS, 3 ELECTRIC CEILING and 4 DESK FANS, BLACKWOOD FANCY TABLES, JARDINIERS and STOOLS, ONE COMBINATION SAFE (Morrison-Hall), GAS STOVE and PANTRY requisites.

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On View from TUESDAY, the 25th June, 1912. Catalogues will be issued.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 22nd June, 1912. [834]

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Y. SHIBUYA,
Manager,
No. 2, Pedder Street, Hongkong,
Hongkong, 30th May, 1912. [616]

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WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

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F. C. MACDONALD,
Manager.
Hongkong, 25th March, 1912. [938]

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E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Voeux Road Central,
Hongkong, 17th May, 1912. [22]

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TAKESHI KAMAMICHI,
Manager.
Hongkong, 1st April, 1912. [443]

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N. J. STABB,
Chief Manager.
Hongkong, 23rd May, 1912. [49]

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TO LET.

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Hongkong, 1st June, 1912. [120]

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SHOP with GODOWN attached, Nathan Road, Kowloon.

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Hongkong, 30th May, 1912. [525]

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Hongkong, 26th February 1912. [367]

TO LET.

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Hongkong, 23rd May, 1912. [733]

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Hongkong, 1st June, 1912. [121]

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1 LARGE GODOWN in No. 3A, Duddell Street, 1st Floor.
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"ROGATE" Austin Road, Kowloon, from 1st April.
For Sale, "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.

For Sale, with or without Furniture, "TOB CHEST," No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.

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Hongkong, 8th June 1912. [122]

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A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply—
LINSTEAD & DAVIS,
Alexandra Buildings,
Hongkong, 20th March, 1912. [481]

HOUSE TO LET,

Furnished or Unfurnished.

NO. 37, FRENCH CONCESSION, Shamshien, Canton. From 1st July 30th September, 1912.

Apply—
G. DES GARETS D'ARS,
Care of JARDINE, MATHESON & Co., Ltd.,
Hongkong, 31st May, 1912. [776]

ON SALE.

HONGKONG HANSAID REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1912.
REVISED BY THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE.
Hongkong, 6th March, 1912.

ON SALE

AT THE
HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW



NAPIER JOHNSTONES'
"SQUARE BOTTLE"

WHISKY.

UNVARIABLE FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

BEWARE OF IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, OBAWFOED & Co.,
and from ALL WINE MERCHANTS.

While you wait—five, ten, or fifteen minutes—the natural digestive processes of Benger's Food are working.

You can regulate this Food in preparation, so as to give the enfeebled stomach, at first almost complete rest; and you can increase, day by day, as health becomes restored, the amount of work left for it to do.

BENGER'S FOOD

is thus adjustable to individual cases, an advantage that belongs to no other food. It forms with milk a dairy and delicious cream. Infants thrive on it, delicate and aged persons enjoy it.



Every household should have a supply of Benger's Food, and how to use it. See the leaflet, "How to use Benger's Food," which is sent free from Benger's Food, Ltd., 1, Abchurch Lane, London, E.C. 4.

THE NEW WHITELEYS

THE LARGEST BRITISH STORE IN THE WORLD

General Illustrated Catalogue (1,250 Pages) Mailed Free

WHITELEYS LONDON W

BY SPECIAL APPOINTMENT TO H.M. THE KING.

SANTAL MIDY

These tiny Capsules—superior to Copaliba, Cubeba, and Infusions—CURE the same diseases as these drugs in

FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name.

Paris, 8, rue Vivienne

Sold by all Chemists.

SELF CURE NO. 1

SELF CURE NO. 2

SELF CURE NO. 3

SELF CURE NO. 4

SELF CURE NO. 5

SELF CURE NO. 6

SELF CURE NO. 7

SELF CURE NO. 8

CHINA'S TELEGRAPH COMMUNICATIONS.

OPEN LETTER TO THE PREMIER AND THE MINISTER OF COMMUNICATIONS.

Gentlemen:—The new régime has brought substantial relief in the matter of domestic telegraph-rates, both Chinese and foreign, together with the notable universal domestic press-rate of six cents a word for foreign messages, and three cents for Chinese messages. These improvements are remarkable, and the Government, particularly the Minister of Communications, deserves every credit for having made such prompt reforms at a time when so many disagreeable problems monopolize attention.

Whilst these internal reforms are the subject of general approbation, when we come to the hardly less important question of telegraph rates between China and the rest of the world, there is general regret that no relief in any way foreshadowed. The open-rates between China and all foreign stations are uniformly so heavy that, compared with the heavy traffic elsewhere, the cables and overland lines which have been laid at such cost are virtually unused. The latest improvements permit of such rapid transmission that there is practically no limit to the number of messages existing lines can "carry," but in spite of this telegraphing to and from the Far East remains a luxury even in business matters. Here, of course, we come to what is the crux of the question—the so-called "monopoly" of the cable-companies, a matter interesting not only to us in the Far East but particularly in England, where the indefatigable Mr. Henniker Heaton, having exhausted the postal field, has taken up the cudgels on behalf of cheap telegrams to every part of the world and is determined to get them before he is dead.

Now, China, like many other countries, is bound by a series of agreements giving concessions which presumably cannot be modified without compensation. As matters now stand there would appear to be only one means of modifying a state of affairs which effectively isolates China from close daily contact with the rest of the world—excluding the possibility of a voluntary reduction of the rates on the part of the concessionaires. This is the suggestion on the part of China as a business-undertaking of the Marconi wireless system, which I venture to bring to the attention of the Government.

The development of wireless telegraphy all over the world, owing to great and continual improvements in the transmitting and receiving apparatus, has lately been very marked—particularly in such a region as Canada, where subsidiary Marconi companies are just now very much to the fore, the parent Marconi companies of both England and America having virtually amalgamated and decided on a great forward campaign, which is to make wireless a business proposition far and wide.

Not only is America about to unite all her insular possessions and naval stations by an independent wireless system, but a project is now under way of linking the entire British empire—a much bigger thing—with stations which will so interconnect as to make every part of that empire independent of both cables and land-lines. Wireless telegraphy has long been accepted in India as a most valuable adjunct to the ordinary land-lines, and it wants no stretch of the imagination to believe that India will soon be in direct communication through a chain of British stations with England.

Now China has in this matter an unique opportunity. Her territory is so situated as to extend sheer across High Asia westwards to within a couple of hundred miles of the Afghan frontier. It is quite certain that did she have powerful stations on her extreme Western frontiers she would be able to link up with Europe the very moment the Marconi Company's empire scheme is completed.

Her then, is a matter which should be carefully noted by the Communications Ministry. There is no doubt that the Marconi Company if it were officially approached would organize a subsidiary China company to construct and equip stations which could be taken over as a going concern by the Peking government when all was in working order. Cheap communication with the West is essential if China is to derive the fullest advantage from her industrial progress. Commerce and industry cannot be rapidly stimulated if such a severe tax as heavy telegraph-rates is permanently laid on business of all descriptions, whilst a charge of 1/5—or 85 cents a word—for press-messages to Europe simply has the effect of making it impossible even for the wealthiest newspapers to give China and Chinese affairs a leading place in the daily news columns. I venture to believe that I am voicing a general conviction when I say that the question of cheap telegrams is one of the really urgent problems of the day.—Yours, etc., PUTNAM WEALE.

June 7th, Peking.
P.S.—The latest information regarding the scheme for linking up the British Empire by wireless is as follows: Six stations have been definitely settled, and will be in working order in the course of a year. They are in England, Egypt, Aden, Bangalore, Pretoria, and Singapore. The cost of each station is £20,000, exclusive of foundations or buildings.

THE EASTERN MAILS.

DIFFICULTIES CAUSED BY THE STRIKE.

Following is the full text of the letter which Reuter recently informed us had been addressed to the Times by the Secretary of the P. & O. Company:—

Sir,—At this juncture it may be of some interest to the public and especially to bankers and merchants connected with the Far East, to realize the difficulty of maintaining the Eastern mail service to India, China, Japan, and Australia.

WM. POWELL, LTD.

Gentlemen's Outfitters.

SAXONE BOOTS and SHOES.

REALLY FIRST CLASS FOOTWEAR.

(EVERY PAIR GUARANTEED)

BOOTS \$11 SHOES \$10

Wm. Powell, Ltd.,

SOLE AGENTS,

SAXONE SHOE CO. LTD.

[634]



DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Apéritif for Regular Use.

MAGNESIA

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

IMPORTANT NOTICE.
In consequence of numerous imitations, purchasers must see the name "DINNEFORD'S" on every bottle and label.

The company's steamer, which leaves London this week, the Maloja, had the discharge of her cargo interrupted when she had still on board a considerable quantity of refrigerated produce and other freight from Australia. She could not complete her discharge nor obtain an ounce of coal in London. In these circumstances she was sent to Rotterdam, where arrangements were made to discharge the cargo and to coal. No loading can be done in London except the embarkation of the mails, and this 12,000 tons vessel has to be despatched on a voyage of 12,000 miles to Australia without a pound of freight on board.

Again, the mail ship intended to leave London next week is the Egypt, which vessel is now lying in Tilbury Dock unable to discharge cargo or to coal. Happily the resources of the company enabled them to stop the Caledonia outward bound to Bombay at Port Said, and send her back to Marseilles to replace the Egypt, as there appears no prospect of the latter vessel arriving in time to take the departure from Marseilles on June 14th. This will, therefore, be the second steamer despatched in ballast in order to the Caledonia will not arrive in time to take the homeward voyage from Bombay, for which she was appointed, this trip will be accomplished by sending one of the company's intermediate steamers round from Calcutta to take the mails from Bombay on June 29th. This upsets the company's work both at Bombay and Calcutta.

Should this strike not be terminated the Mongolia, which arrives in London two days hence, will not be able to take her turn and leave London with the mails on June 14th. The company are therefore getting ready a spare steamer, the Himalaya, for this trip, and this will then be the third steamer despatched without cargo and in ballast.

I need not dwell on the loss to the company in connection with these arrangements, or rather disarrangements, which are inevitable in carrying out the programme of the Eastern mails, but I may point out that a prolongation of the present disturbance must lead to the suspension of the service altogether, with what grave consequences to the community may easily be imagined.

It is almost unnecessary to add that, apart from this loss involved in the mail work, the company are suffering, in common with all other shipowners in the Port of London, in the stoppage of their general business.—Yours faithfully,

F. ASBOTT, Secretary.
Peninsular & Oriental Steam Navigation Company, 122, Leadenhall-street, E.C. 3, May 30th.

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HULL, LONDON AND SINGAPORE.

THE Steamship

"GLENBOY,"

Captain H. W. L. Holman, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 24th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 17th June, 1912. [830]

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"SIAM,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 9.30 A.M.

All Claims must reach us before the 1st July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

EAST ASIATIC CO., LTD. [839]

Hongkong, 18th June, 1912.

MOUNIE'S BRANDIES



LIQUEUR (Very Fine and Very Old Brandy).

BY ROYAL WARRANT TO HIS MAJESTY KING GEORGE V.

As supplied to all the leading Restaurants in London, including the Carlton, Ritz, Savoy, Claridge's and Langham.

Bottled and Shipped by

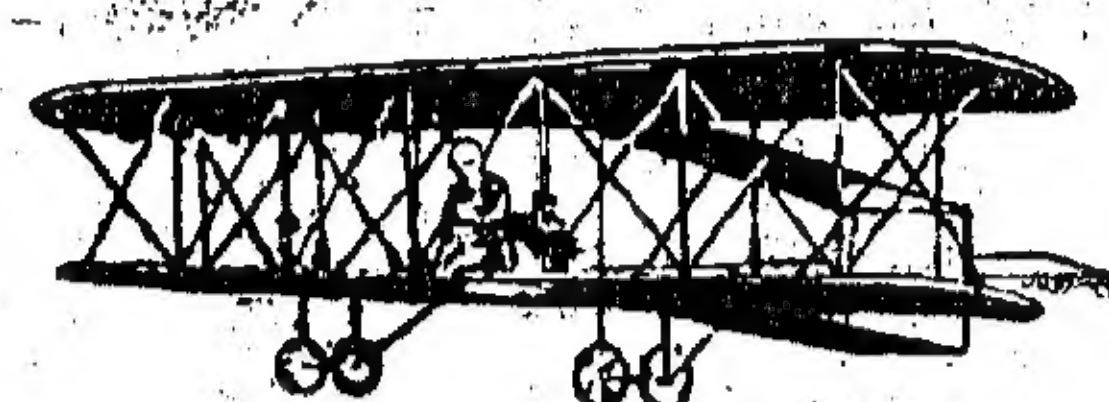
J. DENIS H. MOUNIE & Co., Cognac.

GARNER, QUELCH & Co.,

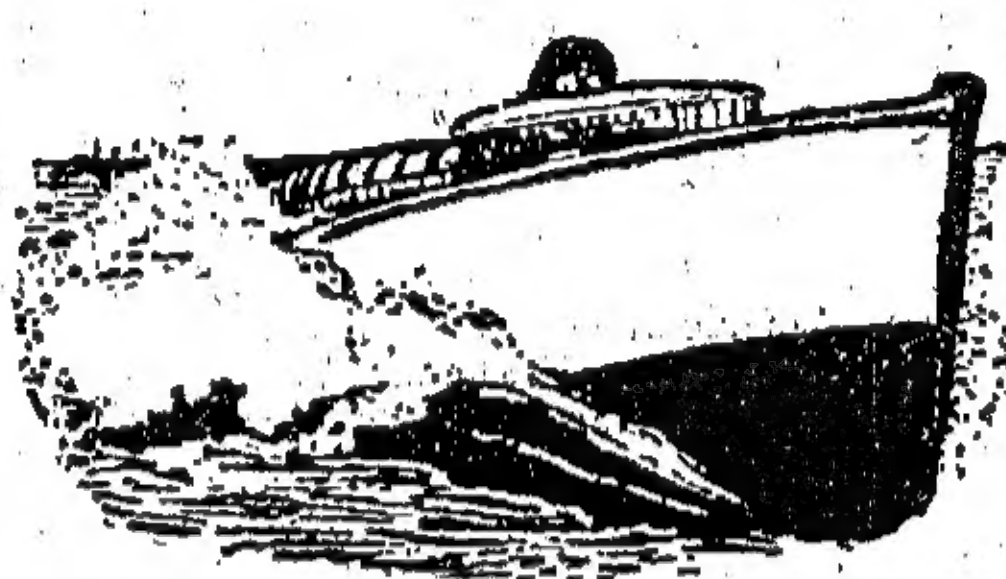
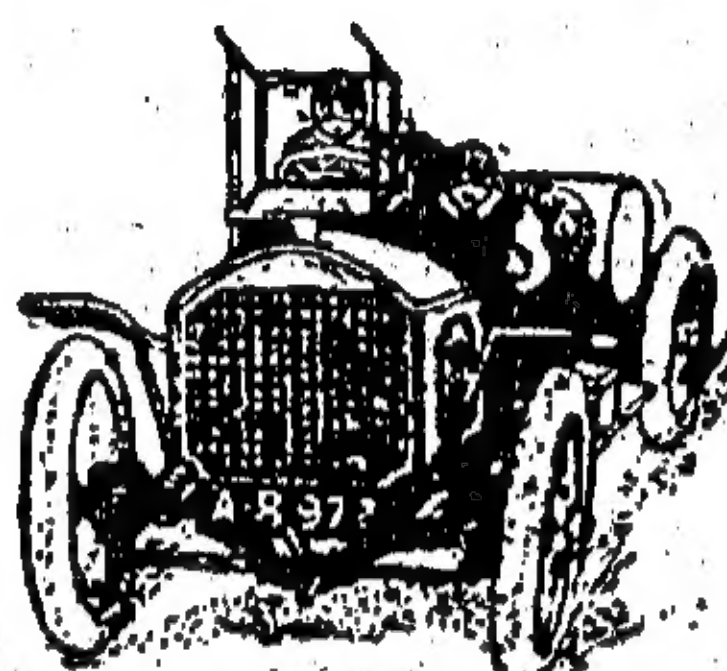
SOLE AGENTS.

TELEPHONE 636.

[128]



IN CIRCUMBIENT ETHER



ON ROAD OR OCEAN SWELL
YOU CAN BET YOUR BOTTOM DOLLAR

"SHELL" "SHELL" "SHELL"

EFFICIENCY WITH ECONOMY



ITS PERFECT PURITY—THAT'S THE POINT

THE MOTOR SPIRIT

THE ASIATIC PETROLEUM CO. LTD.

[736]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Socotra" and "Maldiva."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 28th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD, Acting Superintendent.

Hongkong, 1st June, 1912. [7]

NOTICES TO CONSIGNEES

S.S. "MALTA"

CONSIGNEES holding Bills-of-Lading for Cargo by this Vessel are hereby informed that their Cargo will arrive by S.S. "PEBA," due at Hongkong about 2nd July, and they are requested to kindly present the Bills-of-Lading at this Office before the arrival of the Steamer, so that arrangements can be made regarding delivery.

H. W. D. SHALLARD, Acting Superintendent.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

Hongkong, 21st June, 1912. [841]

WATSON'S

OLD BLENDED

GLENLIVET

WHISKY.

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

A. S. WATSON & Co., Ltd.

ALEXANDRA BUILDINGS.

[739]

新外中港香

CHUNG HOI SAN PO

(Chinese Daily Press)

PUBLISHED DAILY

Is the oldest and still immeasurably the best Advertising medium among the Native Community.

Established for over FIFTY YEARS

Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office 101, Des Voeux Road Central, Hongkong, 121, Fleet Street, London or from the different Agents.

Documents translated from or into Chinese or Colloquial Chinese.

When Weaning Baby

The Best Food to give is The 'Allenburys' Milk Food No. 1.

On the addition of water as directed, it forms an accurately estimated humanised milk, and may be given alternately with the natural food without fear of upsetting the child or causing digestive disturbance. Weaning can therefore proceed gradually with comfort both to mother and child. Farinaceous foods should not be given at this time.

The Allenburys' Foods

PAMPHLET ON INFANT FEEDING AND MANAGEMENT FREE

The 'Allenburys' DIET is a Milk and Cereal Food for ADULTS.

Allen & Hanburys Ltd., London, England.

79-83

GOING HOME.

A HOLIDAY AT HOME. AND A WAY TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS	Tons	Starting	1912
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	10,200	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSEA	9,000	TUESDAY	27th Aug., at 1 P.M.
KORSA	18,000	TUESDAY	3rd Sept., at 1 P.M.
SIBERIA	18,000	TUESDAY	17th Sept., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

THE BANK LINE LTD.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE & PORTLAND (Or.)

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.)
"HERCULES," 2nd July.	"HERCULES," 2nd July.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to America and Canadian Points.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 280. KING'S BUILDING, PRINCE CENTRAL.

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIG" ... 3,000 tons ... Second half of August.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Large carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:	FROM COLOMBO:
22nd June, S.S. "SALAMIS"	10th July.

The S.S. "SALAMIS" has splendid Saloon accommodation for passengers.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG

MONDAY, 24th JUNE, 1912.

8 a.m. "HEUNGSHAN." | 8 a.m. "HONAM."

10 p.m. "FATSHAN." | 5 p.m. "KINSHAN."

TUESDAY, 25th JUNE, 1912.

8 a.m. "HONAM." | 8 a.m. "HEUNGSHAN."

10 p.m. "KINSHAN." | 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 30th JUNE.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOLBANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANTU." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier. [143]

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	Tons	DATE OF SAILING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	On 24th June.
	"YEDDO"	7,200	About 3rd Aug.

For Freight and Further Particulars, apply to—

ARTHUR NILSSON & CO.,
YORK BUILDINGS, TOP FLOOR.

401

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspapers containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the principal trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.

Through Tourist Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

37, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)

TO SHANGHAI.

S.S. "KOEBER," 9,900 tons, will leave Shanghai on 5th July. Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap rates, Hongkong-Trieste Venice, £50 1st, £35 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE.

S.S. "SILESLIA," 13,950 tons, will leave for YOKOHAMA and KOBE via SHANGHAI about 29th June.

S.S. "PERSEA," 12,500 tons, will leave for TRIESTE, FUMM and VENICE via SINGAPORE, PENANG, COLOMBO, CALCUTTA, ADEN, SOVA, PORT SAID, on 2nd July.

These Steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

CARGO IS TAKEN AT THROUGH RATES TO ALL PORTS IN THE Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,
Hongkong, 13th June, 1912. [155]

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJITAROEM	JAPAN	Second half of June	JAVA	Second half of June
TJILATJAP.	JAVA	Second half of June	SHANGHAI	Second half of June
TJIMANOEK	JAVA	First half of July	JAPAN	First half of July
TJIBODAS...	SHANGHAI	First half of July	JAVA	First half of July
TJILIWONG	JAPAN	First half of July	JAVA	Second half of July
TJIMAH	JAVA	Second half of July	SHANGHAI	Second half of July
TJIKINI	JAVA	Second half of July	JAPAN	Second half of July
TJIPANAS...	JAVA	First half of August	SHANGHAI	First half of August

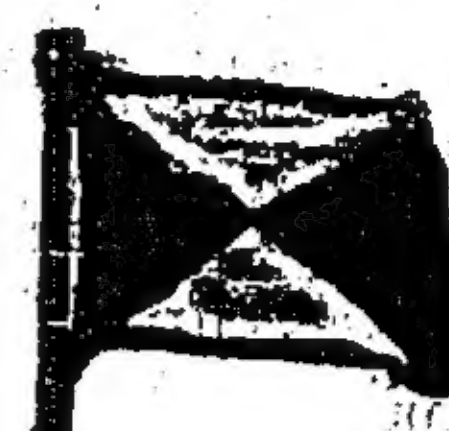
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 17th June, 1912.

Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Hilo and Cebu	On 25th June, 4 p.m.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Hilo and Cebu	On 10th July, 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 22nd June, 1912. PHILIPPINES S.S. Co. [13]

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERFFLINGER," Capt. F. Prosch,	17,000	Wednesday, 26th June, at Noon.
	Calling at Liebo.		
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"YOROK," Capt. H. Rehm,	17,000	About Wednesday, 26th June.
MANILA, YAF, MARONN, SAMAR, RAI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR," Capt. H. Bremer,	6,100	Saturday, 13th July, at 9 a.m.
KOBE and YOKOHAMA	"PRINZ WALDEMAR," Capt. H. Bremer,	6,100	About Tuesday, 25th June.
KUDAT and SANDAKAN	"BORNEO," Capt. F. Smeill,	5,000	Middle of July.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 19th June, 1912.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VŒUX ROAD, HONGKONG.
SHANGHAI: 2-3, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

729 CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. Lamb, C.L., Shanghai.	Nightingale, river gunboat, 85 tons, 240 h.p. Lt.-Comdr. Malcolm Murray R.N., Yang-tze.
Arcturion, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain E. La T. Leatham, Shanghai.	Other torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Seymour, Hongkong.
Atlas, admiral's tug, 615 tons, 1,400 h.p., Hongkong.	Pegasus, protected cruiser, 2,135 tons, i.h.p. 5,000, (7,000 F.D.), Comdr. F. H. Mitchell, Weihaiwei.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. E. Pritchard, Kintiang.	Prometheus, 3rd class cruiser, 2,135 tons, i.h.p. 5,000, Comdr. P. H. Warleigh, Hongkong.
Britannia, gunboat, 710 tons, 900 h.p., Lieut. Comdr. W. H. Darwall, Hankow.	Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. G. Mackinnon, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, Lt. Comdr. Hugh P. R. T. Williams, Hankow.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p. Lt.-Comdr. Allan Dixon, West River.
Cambrian, 2nd class cruiser, 4,350 tons, 10 guns, i.h.p. 7,000, Capt. J. E. Drummond, Hongkong.	Rosario, despatch ship for Submarines, 980 tons, i.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. H. A. S. H. Hutton, Hongkong.
Clio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Yeale, Canton.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.
Fame, torpedo-boat destroyer, 340 tons, guns, 5,700 h.p., Lt.-Comdr. H. S. Monro, Hongkong.	Taku, torpedo boat destroyer, 395 tons, i.h.p. 6,000, Lt.-Comdr. Brickenden, Hongkong.
Flora, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain C. F. Corbett, M.V.O., Hongkong.	Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyre, Hongkong.
Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. E. Bodiam, Wheelbar, West River.	Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. Hoa Guy Stopford, Chungking.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Maxwell, Swatow.	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Com. H. B. N. Cottrell-Dorman, Hankow.
Kent, armed cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. Allen T. Hunt, Hongkong.	Uak, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. T. B. Chambers, Hongkong.
Kinsla, river gunboat, 615 tons, i.h.p. 1,200, Lt.-Comdr. E. Marryat, Hankow.	Whiting, torpedo-boat destroyer, 360 tons, guns, 5,900 h.p., Lieut.-Comdr. G. B. Hartford, Hongkong.
Maia, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. C. Pasco, Surveying Duties.	Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Kintiang.
Minotaur, armed cruiser (flagship), Vice-Admiral Sir A. L. Wintles, K.C.B. C.V.O., C.M.G., 14,600 tons, i.h.p. 27,000, Capt. G. C. Cayley, Hongkong.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. M. B. B. Blackwood, Yangtze.
Monmouth, armed cruiser, 9,800 tons, i.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Colombo.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. G. F. A. Mulock, Hankow.
Mothers, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.	Submarines:—
Newcastle, 2nd class cruiser, 4,500 tons, turbine, 22,000 F.D., Captain George P. E. Hugt, D.E.O., Shanghai.	No. 36, Godfrey Herbert, Lieut.-Comdr. No. 37, A. A. L. Pennor, Lieut.-Comdr. No. 38, J. B. A. Coddington, Lieut.-Comdr. T.B. 035, Lt.-Com. Woodward, West River. T.B. 036, Lt.-Com. Murphy, West River. T.B. 037, Lt.-Com. Nield, West River. T.B. 038, Lt.-Com. Seymour, West River.

SHIPPING

ARRIVALS.

ANNU, British str., 23rd June—Canton.
CANTON, Swedish str., 2nd June—Antwerp and Singapore 17th June.
General—Arthur, Nelson & Co.
CHITANG, British str., 1,189, F. Mooney, 21st June—Tientsin 14th June.
General—Jardine, Matheson & Co.
CHAMUS, Japanese str., 5,100, Y. Kashiwa, 21st June—Moji 15th June.
General—Nippon Yusen Kaisha.
ERVEN, British str., 1,344, A. Augerson, 22nd June—Port Arthur 13th June.
Coal—Order.
GREGORY, British str., 2,961, J. E. Drake, 23rd June—Calcutta 6th June.
General—David Sassoon & Co.
HAITAN, British str., 1,182, J. S. Roach, 23rd June—Coast ports 22nd June.
General—H. S. & Co.
HEISE, British str., 771, J. S. Roach, 23rd June—Hailow 22nd June.
General—Jensen & Co.
KAPONG, British str., 987, J. V. Sidford, 21st June—Manila 16th June.
General—Butterfield & Swire.
KWONG, Chinese str., 1,408, J. McArthur, 23rd June—Shanghai 19th June.
General—C. M. S. N. & Co.
PENNORSHIRE, British str., 2,999, W. Barrett, 23rd June—Singapore 16th June.
General—Jardine, Matheson & Co.
BANUKI, Japanese str., 3,789, J. Teranaka, 23rd June—Shanghai 19th June.
Flour and General—Nippon Yusen Kaisha.

DEPARTURES.

ARADIA, British str., for Bombay.
E. of India, British str., for Vancouver.
ERVEN, British str., for Canton.
HONGAN, British str., for Moji.
ITOLA, British str., for Rangoon.
LANDRAT, German str., for Rangoon.
LOONGSANG, British str., for Manila.
PITANULOK, German str., for Swatow.
SHANTUNG, British str., for Wakamatsu.
SOSHU MARU, Japanese str., for Canton.
YEHING MARU, Japanese str., for Moji.
June 23rd.
ANNU, British str., for Shanghai.
CHONGHONG, British str., for Canton.
DAIAN MARU, Japanese str., for Tientsin.
HAIMON, British str., for Swatow.
HONGAN, British str., for Shanghai.
HONGKONG, British str., for Hailow.
MICHAEL, German str., for Saigon.
PREMUNEN, German str., for Saigon.
TIANHONG, Dutch str., for Batavia.
June 23rd.
The I.G.M. str. *Prinz Waldemar* left Manila on Saturday, 2 p.m., and may be expected here on or about the 24th June, at 6 p.m.
The str. *St. Albans*, which left Sydney on the 8th June, is due here on the 1st July.
THE CANADIAN MAIL.
The C.P.R. str. *Empress of Japan* left Vancouver B.C. for Hongkong (via usual ports of call) on the 13th June, p.m.
THE GERMAN MAIL.
The I.G.M. str. *York*, carrying the German mails with dates from Berlin of the 29th May, left Colombo on the 16th June, a.m., and may be expected here on or about the 24th June.
MERCHANT STEAMERS.
The Seang Line str. *Seangchoon* left Rangoon on the 14th June, for Hongkong via Penang and Singapore, and is expected to arrive here on the 28th June.
The N.Y.K. str. *Ceylon Maru* (Calcutta line) left Calcutta for this port via Rangoon and Singapore on the 16th June, and is expected here on the 2nd July.
The N.Y.K. str. *Yasuda Maru* (Australia line) left Sydney for this port via ports on the 18th June, and is expected here on the 4th July.
The T.K.K. str. *Kiya Maru* sailed from Manzanillo on the 9th June, for Hongkong, and is expected to arrive here on the 28th July.
The str. *Indravali* passed the Suez Canal on the 16th May, for Hongkong direct.
The str. *Glenelg* passed the Suez Canal on the 11th June for Hongkong via Straits.
The str. *Benlomera*, from Leith, Middlesbrough, and London, left Singapore on the 13th June for Hongkong.
The "Mogul-Line" str. *Atoll* left the United Kingdom on the 26th May, for Hongkong via the Straits.
* INDO-CHINA STEAM NAVIGATION CO., LTD.
Kutsang, from Calcutta, is due in Hongkong 2nd July.
Kuanyang, from Shanghai, is due in Hongkong on the 23rd June.
INDRA LINE, LTD.
Indradeo, from New York, is due in Hongkong 7th July.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Tindra, from Singapore, is due in Hongkong 25th June.
Fultala, from Rangoon, is due in Hongkong 2nd July.

VESSELS EXPECTED.

THE AMERICAN MAIL.
The P.M. str. *China*, from San Francisco, left Yokohama on the 20th June, en route to Hongkong, and is due to arrive at Hongkong on the 27th June.
The P.M. str. *Manchuria* left San Francisco on the 6th June, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 7th July.
THE AUSTRALIAN MAIL.
The I.G.M. str. *Prinz Waldemar* left Manila on Saturday, 2 p.m., and may be expected here on or about the 24th June, at 6 p.m.
The str. *St. Albans*, which left Sydney on the 8th June, is due here on the 1st July.
THE CANADIAN MAIL.
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LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Derfflinger* left Shanghai on Saturday, at 5 p.m., and may be expected here on or about the 25th June, at 11 p.m.
The I.G.M. str. *York*, carrying the German mails with dates from Berlin of the 29th May, left Singapore on Saturday, at noon, and may be expected here on or about the 26th June, at 4 p.m.
The Austrian Lloyd's str. *Silene* left Singapore for this port on the 21st June, and will arrive here on the 27th June.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	DATE.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
LONDON & ANTWERP VIA SINGAPORE, &c.	NORE	Brit. str.	—	G. Phillips	P. & O. S. N. Co.	About 26th inst.
LONDON & ANTWERP	DENBIGHSHIRE	Brit. str.	—	E. E. Williams	JARDINE, MATHESON & Co., Ltd.	On 28th inst.
LONDON, ROTTERDAM & ANTWERP	ASSAY	Brit. str.	—	G. W. Cookman, R.N.E.	SHEWAN, TOMES & Co.	About 29th inst.
LONDON VIA USUAL PORTS OF CALL	BRADLEY	Brit. str.	—	E. E. Williams	P. & O. S. N. Co.	On 6th July, at Noon.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 30th inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 17th July.
HAYRE, BREMEN & HAMBURG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 1st July.
MARSEILLES, HAYRE & HAMBURG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 28th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 3rd July, at Daylight.
MARSEILLES, HAYRE & HAMBURG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 14th July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	To-morrow, at 1 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 2nd July, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 11th July, at 1 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 26th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 2nd July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	About 13th July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 3rd July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 13th July, at 6 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 3rd Aug., at 6 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	To-morrow, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 2nd July, at 1 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 9th July, at 1 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	To-day.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 28th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 5th July, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 13th July, at 9 a.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 6th Aug., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 26th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	About 29th inst.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 3rd July, at 5 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 5th July, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	Quick despatch
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 27th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 3rd July, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	To-day.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	About 24th inst.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	About 26th inst.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 27th inst., at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 28th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 29th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 30th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	About 30th inst.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 2nd July, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 3rd July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	About 3rd Aug.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	Quick despatch
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 26th inst., at 10 a.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	To-morrow, at 11 a.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 26th inst., at 11 a.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 28th inst., at 11 a.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 2nd July, at 11 a.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	To-morrow, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 29th inst., at 2 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 2nd July, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 6th July, at 2 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 10th July, at 4 p.m.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	Quick despatch
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	To-day.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 29th inst.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 3rd July, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 4th July, at Noon.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	Middle of July.
VICTORIA, B.C. & SEATTLE VIA KEELUNG, &c.	BRADLEY	Ger. str.	—	E. E. Williams	HAMBURG-AMERICA LINE	On 3rd July at 9 a.m.

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, Hongkong and Rangoon.

EASTWARD.

The S.S. "ITINDA" 5251 tons, Captain J. Kennedy, will be despatched for YOKOHAMA and KOBE on 26th June, at Noon, to be followed on 5th July by S.S. "FULTALA" 4154 tons, Captain E. Chidley, taking Cargo and Passengers at Current Rates.

WESTWARD.

The S.S. "MUTTRA" will leave Hongkong for SINGAPORE, PORT SWETTENHAM, PENANG and RANGOON on 4th July, at Noon, followed by the S.S. "ITINDA" taking Cargo and Passengers at Current Rates. The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences. For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Telephone No. 215.
Hongkong, 21st June, 1912.

"SHIRE" LINE OF STEAMERS.
LIMITED.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"PENNORSHIRE"	About 24th June.
LONDON & ANTWERP	"DENBIGHSHIRE"	About 28th June.
LONDON & ANTWERP	"MONMOUTHSHIRE"	About 15th July.
SHANGHAI, KOBE & YOKOHAMA	"CARMARTHENSHIRE"	About 21st July.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged. For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
AGENTS.

Hongkong, 21st June, 1912.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
TO SAIL
FOR
* TIENSIN VIA WEIHAIWEI "CHONGSHING" Tuesday, 25th June, 4 p.m.
* TIENSIN VIA WEIHAIWEI "CHONGSHING" Tuesday, 27th June, Noon.
* TIENSIN VIA WEIHAIWEI "CHONGSHING" Saturday, 29th June, 2 p.m.
* MANILA "KWONGSANG" Sunday, 30th June, 10 p.m.
* SHANGHAI "KUTSANG" Tuesday, 2nd July, Noon.
* SHANGHAI, KOBE & MOI "NAMSANG" Wednesday, 3rd July, Noon.
* SINGAPORE, PENANG & CALCUTTA "NAMSANG" Saturday, 5th July, 2 p.m.
* MANILA "NAMSANG" Saturday, 5th July, 2 p.m.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).
The Steamers "KUTSANG" and "NAMSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried. A daily qualified surgeon for First Class Passengers and are fitted throughout with Electric Light. Taking Cargo on through Bills of Lading to Yagatae Ports, Tientsin, Weihaiwei, Chefoo, Canton and New Yang. Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 24th June, 1912.

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.
VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY
PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.
SUBJECT TO ALTERATION.

FOR VANCOUVER.	FOR LIVERPOOL.
1912	1912
"EMPEROR OF JAPAN" Sat., 13th July.	"EMPEROR OF IRELAND" Fri., 9th Aug.
"EMPEROR OF JAPAN" Sat., 13th July.	"EMPEROR OF IRELAND" Fri., 30th Aug.
"EMPEROR OF JAPAN" Sat., 13th July.	"EMPEROR OF IRELAND" Fri., 30th Aug.
"EMPEROR OF JAPAN" Sat., 13th July.	"EMPEROR OF IRELAND" Fri., 30th Aug.
"EMPEROR OF JAPAN" Sat., 13th July.	"EMPEROR OF IRELAND" Fri., 30th Aug.

Steamships leave HONGKONG at 6 p.m.
THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, KAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA B.C. Connecting at VANCOUVER with a Mail Express, and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons, thus providing a comfortable and speedy through route to Europe. All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the latest wireless apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10. Intermediate (Steamship) \$43. " " \$45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line. R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents. For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China. Corner Pedder Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS. THE WELDING AND CUTTING OF METALS By the OXY-ACETYLENE SYSTEM Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work. Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK 78' x 88' x 34' 6" Pumps empty Dock in 24 hours. THREE PATENT SLIPWAYS, taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results. 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS. 50-TON HYDRAULIC TESTING MACHINE & 5 CHAIRS. WIRE ROPES, RIVETS, ETC. Estimates given for Docking, Repairs to Hulls and Machinery, Constructional Work. Dockyard Manager Mr. J. BIRD, can be seen between the hours of 11 a.m. and 12 noon, in the Town Office. MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE, HONGKONG, CHINA AND JAPAN.

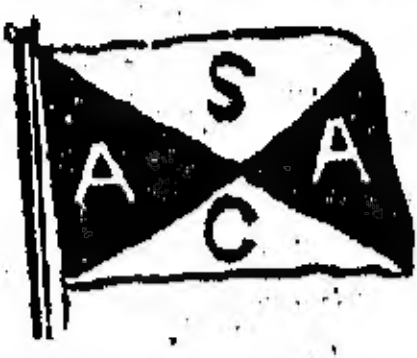
VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & Co. LIMITED).

THE Steamship
"GLENESK"
Captain E. E. Williams, will be despatched for LONDON, ROTTERDAM AND ANTWERP on or about 29th inst.

S.S. "GLENROY"
Captain H. W. L. Holman, will be despatched for LONDON, LEITH AND ROTTERDAM on or about 10th August.
For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 22nd June, 1912. 1815

HONGKONG-BOSTON & NEW YORK



AMERICAN ASIATIC S.S. CO.
FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast and to proceed via Cape of Good Hope.)

S.S. "INDRAMAYO" On 3rd July.
For freight and further information apply to SHEWAN, TOMES & Co., General Agents.
Hongkong, 6th June, 1912. 709

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	NORE Capt. G. Phillips	10 A.M. 26th June	Freight and Passage.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	PERA Capt. W. W. Cooke, R.N.R.	About 3rd July	Freight only.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 4th July	Freight and Passage.
LONDON via Usual Ports OF CALL	ASATY Capt. G. W. Cockman, R.N.R.	Noon, 6th July	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent.

Hongkong, 24th June, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 25th June, 4 P.M.
MANILA	"SUNGKIANG"	On 25th June, 4 P.M.
SHANGHAI	"CHENAN"	On 27th June 4 P.M.
MANILA, ZAMBOANGA, THUR- DAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY AND MEL- BOURNE	"CHANGSHA"	On 28th June, 4 P.M.
SHANGHAI	"LINAN"	On 29th June, 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 2nd July, 4 P.M.
WEIHAIR and TIENTSIN	"HUICHOW"	On 3rd July 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light
throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and
Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING,"
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft.
Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS
("ANHUI," "CHENAN," "CHINESE" and "LINAN") with excellent accommoda-
tion, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon,
twice weekly for Shanghai direct every Thursday and Sunday, taking cargo on through
Bills of Lading to all Yangtze and Northern China Ports.

Y.F.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY
Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY
Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of
the transshipment at Woosung.

NEW SERVICE

SHANGHAI TO ANTUNG direct, leaving Shanghai on alternate Wednesdays.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE ST. ALBANS	On 1st July.	On 24th June. On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful
supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity.
All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid
Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HATTAN"	Capt. J. S. Beach	TUESDAY, 25th June, at 11 A.M.
"RAIYANG"	Capt. J. W. Evans	TUESDAY, 25th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 2nd July, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. F. Stewart	WEDNESDAY, 26th June, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
During the month of July—Return Tickets available for three months will be issued at
a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to— DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 24th June, 1912

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DANFSCHEFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British
Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean,
Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE and YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SILESIA	S.S. LIBERIA
S.S. FUERT BUELOW	S.S. BADENIA
S.S. GOLDENEELS	S.S. ALESIA
S.S. SUEVIA	S.S. SUEVIA
	S.S. BRASLIA

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 13th June, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND
TENYO MARU.
Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.
"NIPPON MARU."
INTERMEDIATE STEAMER.
Speed 19 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.
TENYO MARU	E. Bost	TUESDAY, 20th Aug., at Noon.

THE S.S. "SHINYO MARU" will be despatched for SAN FRANCISCO VIA
SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, YOKOHAMA AND
HONOLULU, on TUESDAY, the 25th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO
and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—
BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU,
MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., NOON.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS
TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the
CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest
and fastest route, from the Pacific Coast to Chicago). Taking
cargo on through Bills of Lading to all Overland Common Points
in the U.S.A. and Canada, also to the principal ports in Mexico,
Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES.
VICTORIA, B.C. and TACOMA via KEELUNG, NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
VICTORIA, B.C. and TACOMA via KEELUNG, NAGASAKI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	"CANADA MARU"	6,054	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,054	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle
Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage
Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low
Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention
given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW, and AMOY	"SOSHU MARU"	WEDNESDAY, 26th June, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch
Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER.

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.
(1ST AND 2ND CLASSES) will leave Hongkong for
KWANG CHOW WANG AND HAIPHONG,
on WEDNESDAY, the 3rd July, 1912, at 9 A.M.

For Passages and Freight apply to P. THOMAS, N.M. Co.'s AGENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DISTINCTIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGA- PORE, PENANG, COLOMBO, SUZ and PORT SAID	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 3rd July, at Daylight.
	TANGO MARU Capt. K. Kawara	8,000	WEDNESDAY, 17th July, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	SANUKI MARU Capt. N. Toranaka	7,000	TUESDAY, 2nd July, at 4 P.M.
	AWA MARU Capt. Shimizu	7,000	TUESDAY, 16th July, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 5th July, at Noon.
	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 2nd Aug., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. Kamoshita	5,000	MONDAY, 24th June.
KOBE and YOKOHAMA	AKI MARU Capt. B. Kou	7,000	WEDNESDAY, 3rd July, at 5 P.M.
SHANGHAI, MOJI and KOBE	HAKATA MARU Capt. H. Nomura	7,000	WEDNESDAY, 3rd July.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. Sekine	5,000	FRIDAY, 5th July, at Noon.
SHANGHAI and KOBE	TOTOMI MARU Capt. A. Mosler	4,000	MONDAY, 23rd July.

† To be connected with S.S. "TAMBA MARU" at Kobe.
Fitted with New System of Wireless Telegraphy.

1 Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,
PENANG AND RANGOON.

The next steamer from Hongkong

"JINSEN MARU," 4,000 tons, Capt. Masuda, Saturday, 29th June

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.
For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Steamer	Tons	SUNDAY	SATURDAY	
ASSAYE	7500	July 6	MARMORA	10500	Aug. 4	Aug. 10
DEVANHA	8000	July 20	MOLDAVIA	10000	Aug. 18	Aug. 24
DELTA	8000	August 3	MALJOJA	12500	Sept. 1	Sept. 7
INDIA	8000	August 17	HIMALAYA	7000	S. pt. 15	Sept. 21
					SATURDAY	FRIDAY
ARCADIA	7000	August 31	MEDINA	12500	Sept. 23	Oct. 4
ASSAYE	7500	September 14	MALWA	11000	Oct. 12	Oct. 18
DEVANHA	8000	September 28	MOOLTAN	10000	Oct. 26	Nov. 1
INDIA	8000	October 12	MACEDONIA	10500	Nov. 9	Nov. 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to
the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamers from COLOMBO is definitely reserved in
Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG	Due LONDON
	Tonnage	about
NORE	7000	June 26
SIMLA	6000	July 10
NUBIA	6000	September 4
SARDINIA	7000	September 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

